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DECLASSIFICATION REVIEW by NIMA/DOD 3/21/00

TCS No. 1661/64-KH
IB No. 171/64
2 April 1964
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MEMORANDUM FOR: Chief, Manufacturing and Service Division, ORR

25X1A ATTENTION : [REDACTED] MS/CST
THROUGH : Chief, Requirements Branch, Collection Guidance Staff, CGS
FROM : Chief, CIA/PID (NPIC)
SUBJECT : Status of Rail Lines Between Kuei-yang and Kun-ming, China
REFERENCES : (1) ORR Requirement No. C-RR4-81,027
(2) CIA/PID Project No. C 267/64

1. This memorandum is a response to the above referenced requirement which requests that a study be made of the rail lines between Kuei-yang (26 35N - 106 43E) and Kun-ming (25 04N - 102 41E). To be noted in this study are: recent improvements and expansion, state of construction, gauge, alignment, extension, and evidence of expansion at yards and stations. Much of the desired information can be obtained from the attached annotated map (CIA/PID/IB-P-513/64).

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2. The rail line from Kun-ming eastward, is a standard-gauge, single-tracked line, which is operational for 125 nautical miles. The line is under construction for an additional seven miles ending at (26 22N - 104 14E). No significant improvements of this line have been noted since [REDACTED]. From Kuei-yang to Kun-ming, a standard-gauge and single-tracked line lies in a south-westerly direction. Immediately west of the city, recently constructed yards and a spur were noted, which serve the airport and a mining operation to the north. The line is operational for about 53 nautical miles. Six or seven nautical miles southwest of An-shun (26 15N - 105 56E), the line becomes inoperable. From this point (26 10N - 105 51E) westward, for approximately 22 nautical miles, the line appears to be in an early stage of construction. No bridge work was observed and very little cutting and filling have been accomplished. Conceivably, this line will eventually connect with the Kun-ming line at one of two points: (1) At 26 00N - 104 15E, or (2) at Chan-i (25 36N - 103 49E). Both possible routes traverse very rugged mountainous terrain. The longest of the two routes, which terminates at Chan-i, covers 115 nautical miles; while the shorter route covers 75 nautical miles.

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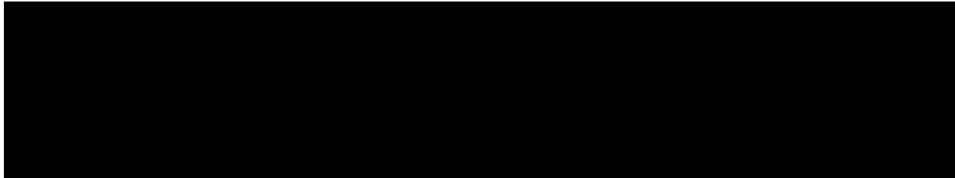
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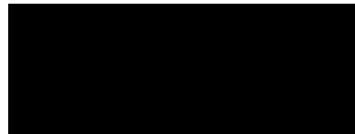
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4. The photo analysts assigned to this project were

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who may be contacted on extension 2547, should any questions arise concerning this study. This project is considered to be complete.

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ENCLOSURES:

1 Annotated Map (2 Copies)
(CIA/PID/IB-P-513/64)

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SZECHWAN BASIN

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